

## **IN THE SPECIFICATION:**

Page 2, paragraph **[0006]**, amend as follows:

**[0006]** EP 0935025 describes a system with a rotatable driver's seat, wherein the ~~driving operation~~ traction drive is controlled dependent on the rotational position of the driver's seat such that a control device reverses the direction of the drive presettings when the driver's seat is swivelled into a preset region. However, this reversal can only be effected with the roller at cabstill. Would the roller be travelling, rotating the driver's seat could for instance cause a reversal of the travelling direction of the roller that might not be intended by the driver.

Page 3, paragraph **[0010]**, amend as follows:

**[0010]** The invention advantageously provides that, in a control unit for the driving operation which generates actuation signals for the traction drive and the steering means in dependence on the direction of actuation of the control elements of the control unit, a means detects the instantaneous rotation angle  $\mu$  of the rotational position of the seat and corrects the direction of the actuation signals of the control elements by an angle  $-\mu$  such that the direction of actuation of the control elements corresponds to the travelling direction of the vehicle in any rotational position of the seat.

Page 7, paragraph **[0034]**, amend as follows:

**[0034]** Fig. 4 illustrates the control unit 6 with its components, the control functions and the device for transmitting the rotary motion of the

driver's seat 5 to the control unit. The control lever 8 comprises switching means 10 for the functions of lifting and lowering the edge pressing device, a switch means 12 for the rear wheel steering or dog's movement, a switch means 14 for turning vibration on and off, a switch means 16 for unlocking the immobilizer, as well as a switch means 18 with two degrees of freedom for the setting of the steering direction and a switch means 20 for the travelling direction. To make it easier on the operator to differentiate between a steering motion and a travelling motion during the deflection of the control lever 8, the steering motion is actuated against a spring force towards the neutral position and the travelling deflection is actuated against a friction force. Preferably, the essential mentioned control functions are integrated in one control unit 6. The housing 22 is fixedly connected to the driver's seat 5. The control lever 8 is guided in two mutually orthogonal slotted links 24. Deflecting the control lever 8 in the direction of travel or steering causes a deflection of the respective slotted link ~~(not illustrated in the drawings)~~ 24 for the travelling or steering motion, respectively. The slotted link 24 for the travelling motion slides on the turnover 26 that also limits the outer position thereof. Shifted by 90°, the steering motion slides on the slotted link 24 for the travelling motion. In the upper portion, the control lever 8 is guided by a universal joint 28. In the embodiment illustrated, the rotary motion of the driver's seat 5 about its vertical axis is transmitted to the turnover 26 through a flexible shaft 30 acting as a transmission shaft. The rotary motion may also be transmitted by an electromotor or through a torsion bar. Swivelling the driver's seat 5 by an angle  $\mu$  causes a turning of the turnover 26 in the housing 22 about

an angle  $-\mu$  (same value of the rotation angle, but different sign). Together with the turnover 26, the slotted links 24 for the travelling and the steering motion turn. Thus, the association of the direction of actuation of the control lever 8 with the travelling direction of the road roller 1 is guaranteed.